

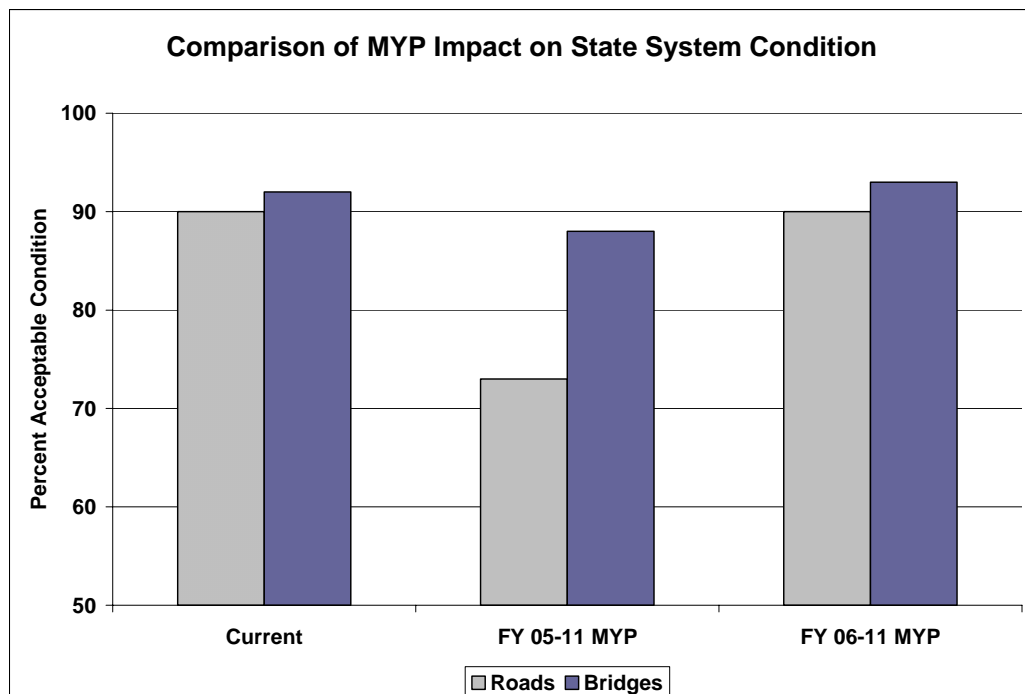
EXECUTIVE SUMMARY

The Illinois Department of Transportation's FY 2006-2011 Proposed Highway Improvement Program totals \$9.15 billion and includes an FY 2006 annual program of \$1.725 billion. Funding for this 6-year program includes \$5,387 million in federal funds, \$3,361 million in state funds and \$402 million in local funds. This extended program is once again based on the lack of firm federal transportation legislation. This in turn forces the department to make conservative federal funding assumptions which limit the program.

The department has made a strategic shift in priorities for the State highway system. The strategic goal for the department is to maintain the state system of roads at 90 percent acceptable condition and to maintain the system of state bridges at 93 percent acceptable condition. The department has identified four vital elements for the state highway system with roadway safety as an over-arching goal. These vital elements are:

- System Maintenance, including reconstruction, resurfacing/widening, and safety projects,
- Bridge Maintenance, including bridge replacement and rehabilitation projects, and minor structure repairs,
- Congestion Mitigation, including major projects that reduce traffic congestion in urban areas, and other improvements that improve traffic flow, and
- System Expansion, including new roads and other projects that increase access and promote economic development.

In the development of this program, maintaining the system of roads and bridges under state jurisdiction is the primary priority, with a large increase of funds allocated to projects that improve the condition of Illinois roads and bridges. Very few new major projects for congestion mitigation or new system expansion have been added to this program. Last year, one result of the financial condition of the State of Illinois and of not having new federal legislation was that the condition of roadway miles and bridges in Illinois was deteriorating rapidly. However, the FY 2006-2011 Proposed Highway Improvement Program anticipates significant improvement of the condition of roads and bridges in Illinois. The bar chart below compares current system condition, anticipated results from the previous program, and anticipated results from this program.



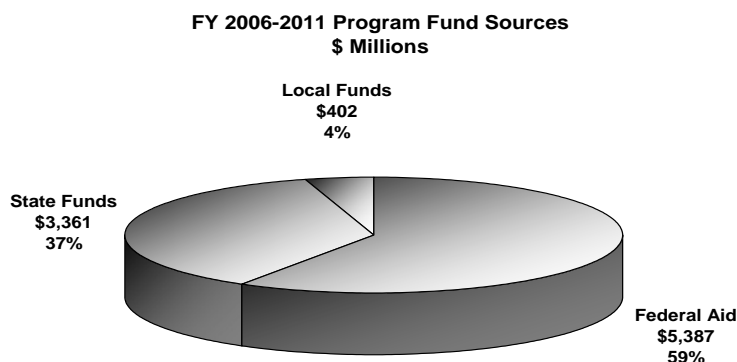
The FY 2006-2011 Proposed Highway Improvement Program will:

- Provide \$100 million in a new two-year Illinois High Priority Bridge Repair program to address state structures that are in need of expedited repairs. Projects in this program are identified by footnote in the project listings. This program will be re-evaluated each year for continued need and effectiveness.
- Provide funding to improve 4,518 miles of highways and replace or rehabilitate 925 bridges.
- Target key projects in northeastern Illinois to address congestion such as funding for reconstruction of Interstate 90/94 (Dan Ryan Expressway) from 31st Street to Interstate 57 and Interstate 80 from Interstate 94 to the Indiana State line.
- Provide for re-investment in downstate Illinois for interstate highways such as Interstate 74 in Peoria.
- Provide \$456 million for local benefits programs to help cities, counties and townships improve local roads and support economic development.
- Provide funding for railroad crossing safety improvements throughout the state including funding for grade separation projects such as Pontoon Road over the NS Railroad in Granite City and Illinois 157/Camp Jackson Road over the UP Railroad in Cahokia.
- Enhance highway safety as part of the department's regular highway improvement program and by targeting specific high accident locations.

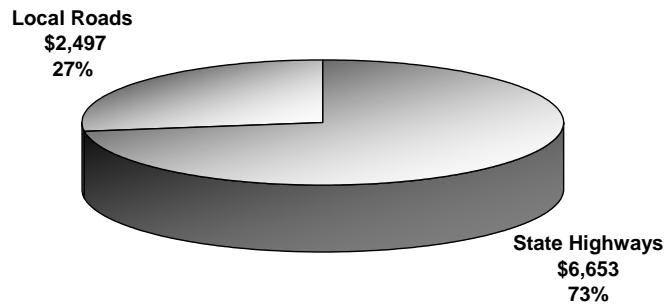
The following \$9.15 billion program outline for FY 2006-2011 should be considered a draft document. The department will publish the final annual program for FY 2006 later this summer. Priorities and projects may change prior to publication of the final annual program.

FY 2006-2011 Program Funding

The \$9.15 billion capital program for FY 2006-2011 includes \$6,653 million for improvements to the state highway system with \$2,497 million available for the local highway system. This available funding for local system projects is over and above regular state motor fuel tax allotments made directly to local governments. The following charts and table summarize program funding for FY 2006-2011.



**FY 2006-2011 Program Distribution
\$ Millions**



**FY 2006-2011 PROGRAM FUNDING AND DISTRIBUTION
(\$Millions)**

<u>Fund Source</u>	<u>FY 2006</u>	<u>Total FY 2006-2011</u>	<u>Average Annual FY 2006-2011</u>
Federal Aid	935	5,387	898
State Funds	724	3,361	560
Local Funds	<u>66</u>	<u>402</u>	<u>67</u>
Total	1,725	9,150	1,525
<u>Program Distribution</u>			
State Highways	1,296	6,653	1,109
Local Roads and Streets	<u>429</u>	<u>2,497</u>	<u>416</u>
Total	1,725	9,150	1,525

Federal Funding

The \$5,387 million in federal funds is based on continuing apportionments and allocations at levels established in the federal Transportation Equity Act for the 21st Century (TEA-21) of 1998. TEA-21 essentially continues programs from the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). Federal funds available during the six-year program are estimated since they are subject to annual congressional budget approval. The TEA-21 legislation expired in 2003 and has been extended into 2005. For planning purposes, each fiscal year component of this multi-year program assumes a continuation of federal formula funding at current levels. Obligation authority at 90 percent of federal authorizations is assumed for program development. These assumptions provide a conservative projection for available funding. In addition, there is no inclusion of any "ethanol benefit" that has been passed by Congress but has not yet been incorporated into fund availability.

Funding for State Projects

State funds for highway projects are generated from motor fuel taxes and motor vehicle registration fees. The \$3,361 million in state funds are utilized for a variety of purposes in program development. The \$6,653 million state highway system program increases department emphasis on maintenance of the existing state road and bridge system. The proposed six-year program will improve 4,518 miles of highways and replace or rehabilitate 925 bridges.

FY 2006-2011 PROGRAM ACCOMPLISHMENTS STATE HIGHWAY SYSTEM

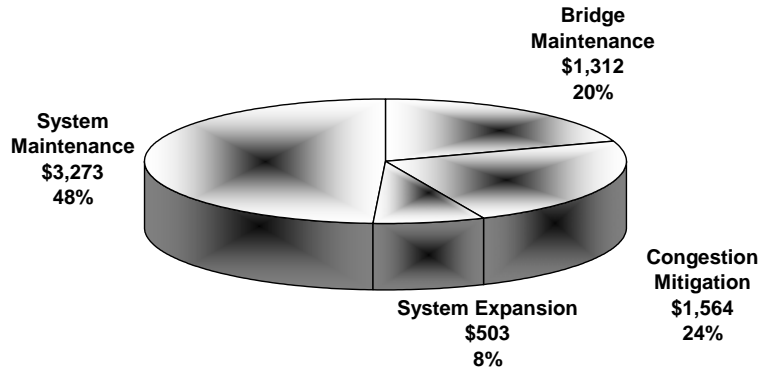
<u>System Maintenance</u>	
Interstate (miles)	425
Non-Interstate (miles)	4,093
Safety Locations (number)	257
<u>Bridge Maintenance</u>	
Interstate (number)	208
Non-Interstate (number)	717
New Bridges (number)	53
<u>Congestion Mitigation</u>	
Roads (miles)	99
Traffic Improvements (number)	258
<u>System Expansion</u>	
Roads (miles)	60
Locations (number)	13

The FY 2006-2011 state program can be summarized by four major priorities:

- System Maintenance: \$3.273 billion is scheduled for reconstruction, resurfacing/widening, and safety projects. This includes \$435 million for Interstate resurfacing projects.
- Bridge Maintenance: \$1.312 billion is scheduled to address bridge needs.
- Congestion Mitigation: \$1.564 billion is scheduled to address traffic congestion. No new major projects in this category were added.
- System Expansion: \$503 million is scheduled to build new roads to increase access and for economic development. Few new major projects in this category were added.

The distribution of these major priorities can be seen in the following pie chart. Fully 68 percent of the state program is allocated to maintaining Illinois roads and bridges.

**FY 2006-2011 State Program Distribution
\$ Millions**



FY 2006-2011 Highway Improvement Program Summary by District

The table below shows the sum of the funds allocated for the projects in each highway district, as well as the total for statewide projects. Funds for projects included in the local program are included in the totals. The local highway program is a nominal three-year listing of projects anticipated to be completed by local agencies. Additional funds available for local agency projects for the last three years of the FY 2006-2011 Highway Improvement Program and for local benefits are noted at the bottom of the table. Specific projects are not assigned to these funds now. The highway improvement program is developed using FY 2006 dollars. Some funds available in the last five years of the program are not used for projects in order to compensate for the anticipated effects of inflation.

**SUMMARY OF PROJECT LISTINGS
(\$ MILLIONS)**

<u>District</u>	<u>State and Local Project Total</u>
1	2,981
2	844
3	545
4	527
5	322
6	406
7	307
8	614
9	224
Statewide	881
Additional Local Funds	1,195
Inflation	<u>304</u>
Total	9,150

Major Project Highlights

The following major projects are tentatively scheduled during FY 2006-2011.

Northeastern Illinois

- **Interstate 55 at Arsenal Road in Will County.** Interchange reconstruction, bridge replacement, land acquisition, lighting and engineering are programmed during FY 2007-2011 at a cost of \$33.3 million. This work is being done in conjunction with the development of the Joliet Arsenal facility which, when completed, will be the largest inter-modal facility in the nation.
- **Interstate 80 from Interstate 94 (Bishop Ford Expressway) to Indiana State line.** Construction of additional lanes for 3 miles, reconstruction, bridge replacement, interchange reconstruction and engineering are programmed during FY 2006-2011 at a cost of \$168.9 million. Of this total, \$157.7 million is included in FY 2006 for engineering for contract plans, land acquisition, construction engineering, bridge replacement, retaining walls, interchange reconstruction, additional lanes and reconstruction. Included in the FY 2006 funding is \$11.5 million of High Priority Bridge Repair program funding.
- **Interstate 94/90 (Dan Ryan Expressway) from 31st Street to south of the Interstate 57 Interchange.** Reconstruction of 8.5 miles of the existing local and express lanes, bridge repairs, additional ramps and engineering are programmed during FY 2006-2011 at a cost of \$471.2 million. Of this total, \$213.7 million is programmed in FY 2006 for engineering, bridge replacement and repairs, retaining walls, and reconstruction. Included in the total funding is \$45.5 million in High Priority Bridge Repair program funds. Of this total, \$24.8 million is programmed in FY 2006.
- **US 6 (159th Street) from Interstate 294 to Illinois 1 (Halsted Street).** Reconstruction for 2.3 miles, bridge replacement, intersection improvement, land acquisition, engineering for contract plans, construction engineering, utility adjustment and lighting are programmed during FY 2006-2011 at an estimated cost of \$54.3 million. Of this total, \$265,000 is included in FY 2006 for land acquisition and engineering for contract plans. TEA-21 provided \$1.3 million in High Priority Project funds for this project.
- **Illinois 22 (Lake Zurich Road) from east of Beusching Road to Quentin Road.** Additional lanes for 1.3 miles, and land acquisition are programmed during FY 2006 at an estimated cost of \$12.8 million.
- **Illinois 22 (Lake Zurich Road) from Quentin Road to west of Illinois 83 (Mundelein Road).** Additional lanes for 3.5 miles, land acquisition, engineering for right-of-way, design, location and environmental studies and contract plans are programmed during FY 2006-2011 at an estimated cost of \$36.3 million. Of this total, \$150,000 is included in FY 2006 for engineering for design, location and environmental studies.
- **Illinois 22 (Half Day Road) from east of Illinois 83 (Mundelein Road) to west of US 45/Illinois 21 (Milwaukee Avenue).** Additional lanes for 3 miles, bridge replacement, rail road crossing improvement, intersection reconstruction, traffic signal modernization, land acquisition, and construction engineering are programmed during FY 2006-2011 at an estimated cost of \$27.3 million. Of this total, \$22 million is included in FY 2006 for additional lanes, rail road crossing improvement, bridge replacement, traffic signal modernization, land acquisition and construction engineering
- **Illinois 22 (Half Day Road) from east of Interstate 94 (Tri-State Tollway) to west of US 41 (Skokie Highway).** Additional lanes for 2.9 miles, land acquisition, and construction engineering are programmed during FY 2006-2011 at an estimated cost of \$19.3 million.

- **Illinois 59/US 30 (Division Street/Brook Forest Avenue) from Illinois 126 (Lockport Road) to US 52 (Jefferson Street).** Additional lanes for 6.3 miles, bridge replacement, retaining wall, and landscaping are programmed during FY 2006-2011 at an estimated cost of \$62.4 million.

Downstate Illinois

- **Interstate 55/70 Poplar Street Complex in East St. Louis.** Bridge repair and bridge deck overlay on the Tudor/Piggot Ramps are programmed during FY 2007-2011 at a cost of \$16.8 million. In addition, a new deck is programmed during FY 2007-2011 at a cost of \$4 million for the Poplar Street Bridge.
- **Interstate 55/64/70 Interchange (Tri-Level) in East St. Louis.** Reconstruction of the interchange at the three interstate routes is necessary to improve traffic operational conditions and provide access to the local street system. Construction and associated work are programmed during FY 2006-2011 at a cost of \$17.9 million. Of this total, \$95,000 is programmed for demolition in FY 2006. There is an additional \$93.8 million of work contingent on special federal funds.
- **Interstate 74 from Sterling Avenue in Peoria to Washington Street in East Peoria.** Interstate 74 through Peoria was constructed in the late 1950s to early 1960s and does not meet current interstate standards. Reconstruction and modernization of 8.3 miles are estimated to cost \$481.9 million, the largest downstate interstate modernization project ever undertaken by Illinois. Approximately \$390.7 million of work has been completed or is under way. An additional \$8.5 million of work remains in the FY 2005 program. Projects to finish the reconstruction and modernization are programmed during FY 2006-2011 at a cost of \$82.7 million. Of this total, reconstruction of 3.2 miles bridge rehabilitation and construction engineering are programmed in FY 2006 at a cost of \$81.4 million
- **US 20 from Galena to Freeport.** The final Environmental Impact Statement (EIS) is being reviewed. Design approval is anticipated summer 2005 and will follow the Record of Decision. ISTEA in 1991 provided \$2 million in federal demonstration funds for this study. In addition, the FY 1992 federal appropriation bill provided \$2.1 million in other demonstration funds.
 - **US 20 from Illinois 84 (NW) to southeast of Galena (Galena Bypass).** Engineering for contract plans began summer 2004 and is currently under way. Continuation of engineering for contract plans, land acquisition for the 6.5-mile bypass corridor is programmed in FY 2006 at a cost of \$1.9 million. Additional engineering and construction are not currently funded.
 - **US 20 - Freeport Bypass.** Additional lanes for 6.1 miles and interchange reconstruction are programmed in FY 2006 at a cost of \$13 million.
- **US 51 – Decatur to Pana.** Since 1990, the department has invested \$43.9 million on upgrading US 51 to four lanes south of Decatur, including the completed construction for 9.2 miles from north of Elwin to north of the Macon/Shelby County line. Land acquisition and new construction for 3.5 miles from 0.9 mile south of the Shelby County line south of Moweaqua to 0.1 mile north of Township Road 306 are programmed in FY 2006 at a cost of \$17.7 million. The remaining work to complete the 8.6 mile section from 0.1 mile north of Township Road 306 to 2.9 miles north of Illinois 16 north of Pana is not currently funded.
- **US 67 Corridor.** The US 67 corridor extends nearly 229 miles from Rock Island south to Alton. The two and four lane corridor improvement costs awarded total more than \$708 million and \$104 million in projects are programmed during FY 2006-2011. The estimated unfunded cost to complete the four-lane sections in the US 67 corridor from Macomb southward to the Alton Bypass exceeds \$1.3 billion.

- **US 67 from US 136 to Illinois 101.** Archaeological survey and engineering for contract plans for the US 67 interchange at US 136 / Illinois 336 and 7.4 miles of a new four-lane highway from north of Industry to Illinois 101 are programmed during FY 2007-2011 at a cost of \$3.1 million. Of this total, archaeological survey is programmed in FY 2006 at a cost of \$100,000. Construction is not currently funded.
- **US 67 from Godfrey to Jerseyville in Madison and Jersey Counties.** Construction of new bridges and utility adjustments are programmed during FY 2006-2011 at a cost of \$25.2 million. Of this total, land acquisition is programmed in FY 2006 at a cost of \$1.5 million. TEA-21 provided \$12.2 million in High Priority Project funds for this project.
- **Alton Bypass from Interstate 270 to US 67 in Godfrey.** Construction of the four-lane Alton Bypass from Interstate 270 to US 67 in Godfrey is in progress. The 6.5-mile segment from Interstate 270 to Illinois 143 is open to traffic. Construction on the 7.2-mile segment from Illinois 143 to Fosterburg Road is under way. Completion of contract plans and construction of the remaining 6.1 miles of mainline pavement and 1.7 miles of construction on cross streets from Fosterburg Road to US 67 in Godfrey are programmed during FY 2006-2011 at a cost of \$75.7 million. Of this total, land acquisition, utility adjustments and engineering for contract plans are programmed in FY 2006 at a cost of \$7.7 million.
- **US 136/Illinois 336 - Quincy to Macomb Corridor.** A new four-lane highway for 21.3 miles from US 24 near Quincy to 3 miles south of Carthage and 1.2 miles from County Highway 18 to Deere Road west of Macomb are open to traffic. The construction to provide 5 miles of four lanes and an interchange from 3 miles south of Carthage to 2 miles east of Carthage and the construction to provide 1.1 miles of five lanes from US 136 east of Township Road 266 to County Highway 18 are under way. The work to finish the remaining 20.3 miles of four-lane highway from 2 miles east of Carthage to US 136 east of Township Road 266 is fully funded. Continuation of engineering, archaeological survey, land acquisition, utility adjustments and construction from 2 miles east of Carthage to US 136 east of Township Road 226 west of Macomb are programmed during FY 2006-2011 at a cost of \$115.6 million. Of this total, continuation of engineering, archaeological survey, land acquisition, utility adjustments and grading is programmed in FY 2006 at a cost of \$15.1 million.
- **Illinois 5 (Blackhawk Road) from 24th Street to 38th Street in Rock Island.** Construction of additional lanes for 1 mile, land acquisition and utility work are programmed in FY 2006 at a cost of \$7.7 million.
- **Illinois 40 from Cedar Hills Drive to Illinois 6 in Peoria.** Construction of additional lanes, intersection improvement, resurfacing for 2.6 miles and associated work are programmed during FY 2007-2011 at a cost of \$18.7 million. Of this total, utility adjustment and land acquisition are programmed in FY 2006 at a cost of \$1.1 million.

Major Unfunded Needs

Federal TEA-21 transportation legislation expired in 2003 and has been extended into 2005. New proposals are currently moving through Congress, but legislation has not yet been signed into law. In addition to the need for increased federal formula funds, there are many large projects in Illinois which need funds in order to be implemented.

There are 20 projects in the FY 2006-2011 Proposed Highway Improvements Program that have \$42 million of earmarked TEA-21 High Priority Program (HPP) funds. These funds are for specific projects named in the original legislation. The total programmed cost of these projects is \$188 million. The earmarks account for approximately 23 percent of the total needed to complete these projects.

A list of these projects is shown below. There are also 18 projects in the program resulting from \$27 million in specific federal fiscal year appropriation earmarks. These projects require a total of \$34 million to cover both the earmark and required matching state funds. It is anticipated that a new federal transportation bill would include a significant number of new HPP projects which would potentially require both matching funds and additional funds to fully cover the total project cost. The department will experience difficulty providing both the required match and additional shortfall even if new HPP earmarks cover a substantial portion of total project cost. For new HPP earmarks related to new federal transportation legislation, the department will in future identify the earmark as a percentage of the estimated total project cost.

**REMAINING TEA-21 HIGH PRIORITY PROGRAM PROJECTS
IN FY 2006-2011 PROPOSED HIGHWAY IMPROVEMENT PROGRAM**

<u>Project Location/Description</u>	<u>Remaining HPP Funds</u>	<u>Project Cost</u>
167th Place - At Briargate and various other locations in Country Club Hills	\$397,200	\$496,500
Indiana Avenue - E. Broadway Street to Illinois 143 in Alton	\$2,190,348	\$3,939,250
Industrial Park Rd. - Curtis-Steinburg Road to Mousette Lane in Sauget	\$1,885,781	\$2,792,750
Claire Boulevard - Kedzie Avenue in Robbins to Interstate 294 (Tri-State Tollway)	\$108,512	\$3,800,359
Cockrell Lane - Union Pacific RR 0.3 mile south of Interstate 72 in Springfield	\$1,364,980	\$4,285,000
Pleasant Hill Road - South Wall Street to Giant City Road in Carbondale	\$1,298,138	\$2,830,153
Raney Street - Mansfield Drive and US 40 - Wabash Avenue to north of Grove Road in Effingham	\$928,332	\$1,529,374
Technology Avenue - US 45 to Willenborg Street in Effingham	\$582,705	\$892,000
Veteran's Memorial Drive - 42nd Street to 45th Street in Mt. Vernon	\$2,067,167	\$8,250,000
Various - Peoria City River Center parking in Peoria	\$3,075,299	\$3,844,124
Washtenaw Avenue - CBQ RR north of 19th Street in Chicago	\$1,001,000	\$1,251,250
58th Street - Museum of Science & Industry to Lake Shore Drive in Chicago	\$105,600	\$132,000
CCP/Stearns Road - Randall Road to Stearns Road in Kane County	\$88,568	\$125,000
Interstate 57 - at TR 1000 N north of Mattoon & FAS 642 (CH 18 Ext.) 1 mile east of US 45 to 0.5 mile east of Interstate 57 (TR 900E) and TR 1000 N - west of US 45 to west of TR 700 E in Coles County	\$8,354,561	\$25,360,000
Interstate 72 - MacArthur Boulevard interchange from north ramp to relocated Recreation Drive and MacArthur Extension - Junction Circle to Interstate 72 (Central Illinois Expressway) in Springfield	\$2,084,792	\$21,874,000
Illinois 173 - at Interstate 90 in Loves Park	\$5,766,184	\$22,400,000
Algonquin Bypass - Illinois 31 (North Junction) to Illinois 31 (South Junction) in Algonquin (Land Acquisition)	\$7,625,895	\$12,500,000
Western Avenue - Illinois Street to Steger Road in Park Forest	\$96,872	\$6,970,000
US 6 – Interstate 294 (Tri-State Tollway) to Illinois 1 (Halsted Street) in Markham	\$1,276,248	\$59,551,000
US 34 - Carman Road to US 67 in Monmouth	\$2,144,000	\$5,241,000
TOTAL	\$42,442,182	\$188,063,760

The following are highlights of some needed major projects for which sufficient funding is not yet identified.

- **Interstate 55 from Interstate 80 to Naperville Road.** Preliminary engineering and environmental studies for the 15 mile reconstruction and additional lanes project are under way with design approval anticipated by winter 2005. Engineering for contract plans is programmed during FY 2006-2011 at a cost of \$33.7 million. Of this total, a part of the engineering for contract plans is programmed in FY 2006 at a cost of \$2.4 million. Construction is estimated to cost approximately \$375 million and is not funded.
- **Central Avenue/Narragansett Avenue from 63rd Street to 87th Street in Chicago.** This proposed improvement includes reconstruction of Central Avenue and Narragansett Avenue, as well as, construction of a new roadway link connecting both routes. The overall objective of this project is to improve the north-south movement of vehicles and pedestrians in the study area by providing a new crossing of the rail yards. Design approval is anticipated by winter 2006. The FY 2006-2011 Proposed Highway Improvement Program includes \$40.4 million towards the ultimate corridor improvement. Engineering for contract plans, land acquisition and construction are currently unfunded and are estimated to cost approximately \$350 million.
- **East St. Louis, Illinois and St. Louis, Missouri: New Mississippi River Bridge (NMRB).** Engineering for location, design and environmental studies for a new bridge and its roadway connections between East St. Louis and the central business district in St. Louis, Missouri is complete. This engineering was initiated in FY 1992 with Illinois as the lead agency and Missouri sharing in the costs.

Land acquisition and engineering for contract plans are under way. Missouri and Illinois are sharing the engineering costs for contract plans. Funding for public relations is programmed during FY 2006-2011 at an estimated cost of \$3.1 million. ISTEA included \$2.3 million in federal demonstration funds for this project. TEA-21 has provided \$1.1 million in High Priority Project (HPP) funds for this project. The cost to complete this project is currently estimated to be approximately \$1.3 billion and is unfunded. Completion of this project will require special federal funding over and above regular program funds. This complex project is expected to take 12 years to complete once funding is available to begin construction. The construction timeline will require special federal funding support beyond the new transportation bill proposal currently being considered by Congress.

The location of the New Mississippi River Bridge is being coordinated with the relocation of Illinois 3 from Venice to Sauget/Cahokia and the Interstates 55/64/70 Tri-Level reconstruction in East St. Louis.

- **Fox River Bridge Corridors.** Additional river crossings over the Fox River have been studied since the early 1990's. Currently there are three potential locations for new bridges. Kane County is the lead agency for both the Bolz Road/Longmeadow Parkway and Stearns Road corridors. St. Charles is the lead agency for the Red Gate Road Corridor. TEA-21 authorized \$9.6 million of HPP funds for new Fox River Bridges.
 - **North Region – Bolz Road/Longmeadow Parkway Corridor.** This corridor extends 5.2 miles from Huntley Road (1 mile west of Randall Road) on the west to Illinois 62 on the east and includes a new bridge over the Fox River. The roadway corridor is new and generally follows township lines in northern Kane County. The proposed roadway will traverse the communities of Algonquin, Carpentersville, Barrington Hills and unincorporated Kane County.

Design approval is anticipated in spring 2006. The funding necessary to complete this project is estimated to be approximately \$71 million, including an estimated \$15 million for land acquisition. Engineering for contract plans, remaining land acquisition and construction are unfunded. The FY 2005 annual program included \$4.5 million for land acquisition for this corridor. (This amount includes a federal FY 2004 Section 115 appropriation of \$3 million).

- **Chicago Central & Pacific (CC&P)/Stearns Road Corridor in South Elgin.** This 4.9 mile corridor is an east-west four-lane arterial roadway with median approaching from the east and the west to a new bridge over the Fox River. The western portion of the proposed road provides a new link across the Fox River between Randall Road and Illinois 25, just south of the CNIC Railroad. The eastern portion improves and realigns Illinois 25, Stearns Road and Dunham Road to facilitate through traffic and the linkage to the new river crossing. Other intersecting roads will be improved as part of generalized intersection improvements with the proposed CC&P/Stearns Road.

Design approval is anticipated in winter 2005. The funding necessary to complete this project is estimated to be approximately \$138 million. Land acquisition is estimated to cost approximately \$32 million.

The FY 2006-2011 Proposed Highway Improvement Program includes \$4.5 million for the remainder of the department's participation in the reconstruction of the Illinois 25 at Dunham/Stearns Road intersection.

- **Red Gate Road Corridor in St. Charles and Wayne.** This corridor includes a two-lane bridge from Randall Road to Illinois 25 to address local growth issues and traffic congestion on existing Fox River bridge crossings. Land acquisition is essentially completed. Design approval is anticipated by fall 2006.

The cost to complete a bridge and roadway (minus the intersections of Illinois 25 and Illinois 31) is estimated to be approximately \$30 million.

The FY 2005 program included a federal FY 2004 Section 115 appropriation of \$2 million. The FY 2006-2011 Proposed Highway Improvement Program includes \$9.8 million for land acquisition within the Bolz Road/Long Meadow Parkway Corridor and Stearns Road Corridor.

- **Palatine Road.** Palatine Road is a crucial, east-west route in northwestern Cook County, which carries between 26,000 and 38,000 vehicles per day. The department has identified the need to reconstruct this roadway from West of Illinois 53 to US 45/Illinois 21 (Milwaukee Avenue). The cost for reconstructing Palatine Road within these limits is estimated to exceed \$85 million and is currently unfunded. Land acquisition and engineering for the reconstruction will continue. In addition, the FY 2005 annual program included \$11.6 million for an interim resurfacing of Palatine Road from Cedar Street in Palatine to US 45/Illinois 21 in Prospect Heights.
- **Prairie Parkway.** Continuation of the Prairie Parkway Preliminary Engineering Study is programmed in FY 2006-2011 at a cost of \$8.2 million. Of this total \$4 million is programmed in FY 2006. A previous study resulted in the protection of a corridor in Kane, Kendall and Grundy counties as a planning tool for a possible transportation facility. The preliminary engineering study now underway is a more detailed analysis designed to evaluate the potential need for transportation improvements in Kane, Kendall, Grundy, DeKalb, Will and LaSalle counties. If a need is established, the protected corridor may be studied, but so will many other transportation options, including upgrades of existing routes, other possible new corridors, public transit options, transportation system management (TSM), or a combination of these solutions. If construction of a major transportation facility is the preferred option, the cost could exceed \$1 billion and is not funded in the program. The federal FY 2002 appropriations bill provided \$15 million for this project.

- **North/South Wacker Drive from Randolph Street to West Congress Parkway in Chicago.** The city of Chicago is the lead agency for the major reconstruction of this structurally deficient and functionally obsolete bridge. Engineering for contract plans was approximately 85% complete in mid-2004 when the project was put on hold due to funding issues. In late 2004, the project was designated to receive \$5 million of federal Discretionary Bridge Funding which will be used to complete the remaining engineering work. Construction and construction engineering are estimated to cost approximately \$275 million. Completion of this project will require special federal funding over and above regular program funds.
- **O'Hare Western Access – Extension of the Elgin-O'Hare Expressway from Interstate 290 to an O'Hare Bypass.** The department would be the lead agency for this project. Previous investment by the department has been limited to protective acquisition of property needed for the Elgin O'Hare Extension. The department has purchased 116 acres at a cost of \$37 million. Completion of this project is anticipated to cost approximately \$600 million and is unfunded.
- **O'Hare Western Bypass – Extension of a Western O'Hare Bypass from Interstate 294 to Interstate 90 and Widening of Interstate 90 from Barrington Road to Interstate 294.** The Illinois State Toll Highway Authority (ISTHA) would be the lead agency for these two projects. Completion of these projects is anticipated to cost approximately \$1.3 billion.

All three projects for western O'Hare access are needed, because projected traffic volumes on the Elgin-O'Hare Extension require it to connect to an interstate-type facility (the O'Hare Bypass); and projected traffic volumes on an O'Hare Bypass require adding lanes to Interstate 90.

- **Illinois 19 (Irving Park Road) at York Road in Bensenville.** This project is a component of the expansion of O'Hare International Airport, and involves construction of a railroad grade separation at this location. Preliminary engineering for design, location and environmental studies, engineering for contract plans, construction engineering, land acquisition and construction of the grade separation are estimated to cost \$38.5 million. The FY 2006-2011 Proposed Highway Improvement Program does not include any funding for this project.

Opportunity Returns

Opportunity Returns is Governor Blagojevich's comprehensive plan for restoring economic opportunity to Illinois – an approach designed to create jobs and spur growth. This is a new approach to economic development in Illinois that will dedicate approximately \$1.5 billion in funding for highway projects concentrating on the needs of each region – recognizing that local communities understand their needs the best. Opportunity Returns is the result of extensive community input obtained through a series of economic summits with regional business leaders, local elected officials and economic development professionals who identified specific needs and priorities.

Highway projects are an integral part of the Opportunity Returns Program. The department assisted in identifying a variety of projects in each region as part of the Opportunity Returns team. The mix of projects includes delivery of construction projects in the near term and engineering for projects that will be critical for supporting economic development in the future. Some projects are smaller in scale while others are large, but all share the goal of economic development for Illinois.

Another major component of Opportunity Returns is CREATE, the Chicago Area Environmental and Transportation Efficiency Program. CREATE is a program of national scope and significance. Chicago is the nation's busiest rail freight gateway and the world's third largest intermodal port. With over one-third of our nation's goods and products moving from or through Chicago, the area's rail network is crucial to the local, regional and national economy.

With rail freight volume expected to double in the next 20 years, the infrastructure to support these freight movements must be in place to support this growth.

The CREATE program, a public-private partnership, will improve passenger and freight rail service, reduce motorist delays, increase safety, improve air quality and create jobs. The total anticipated cost of the CREATE program is \$1.5 billion, with only a portion coming from Opportunity Returns.

To jump start the CREATE process, the department through its Bureau of Railroads, has contributed \$10 million in funds matched by \$2.5 million from the freight railroads for preliminary engineering work. These project locations have been agreed upon by IDOT, the city of Chicago and the Association of American Railroads (AAR).

At the time of printing, the Governor had not yet announced projects in all ten Economic Development Regions. After those announcements are made, the complete listing of highway projects in Opportunity Returns will be published.

Funding for Locally Implemented Projects

The \$2,497 million local program includes federal, state and local funds for highway improvements identified by local units of government. Included in this program is \$456 million in state funds over six years designed to address specific local needs. This includes \$131 million for a County Consolidated Program, \$24 million for High-Growth Cities, \$60 million for Needy Townships, \$90 million for the Township Bridge Program, \$42 million for upgrading local truck routes, \$90 million for state matching assistance and \$19 million to foster economic development. Most of these funds are appropriated separately from the highway improvement program and do not appear explicitly in this program.

Grouped Projects

Funds are set aside in the six-year program for specified projects and programs. They have been grouped into the following activity categories:

- **Railroad Crossing Safety Program.** \$72 million of state funds will be available to upgrade protection at rail crossings on state routes. These funds are in addition to federal funds for rail safety improvements and will include a limited number of grade separations.
- **Safety Programs.** \$172 million for safety construction activities, including hazard elimination and rail-highway crossings. Projects are identified on an annual basis to correct high-accident locations and protect rail grade crossings. These funds are set aside from the federal Surface Transportation Program and may be used on state and local roads. These projects are in addition to safety features incorporated in department projects.
- **Enhancement Program.** The Illinois Transportation Enhancement Program (ITEP) funded through TEA-21 consisted of two rounds of approved projects. The approved projects total approximately \$151 million and include 137 projects. Implementation of these projects is ongoing.
- **Congestion Mitigation/Air Quality (CMAQ) Program.** \$814 million is available exclusively for specific traffic congestion and mitigation, and air quality projects in the northeastern Illinois and Metro-East areas in accordance with federal legislation. Eligible projects will be developed to contribute to air quality standards and can include traffic flow improvements, public transportation projects and non-motorized transportation projects. A substantial amount of these funds will be used for public transportation projects. Local metropolitan planning organizations will select projects. In addition to these projects, \$30 million are transferred from the Motor Fuel Tax Fund to the Vehicle Inspection Fund. These funds are used to provide vehicle inspections in the Chicago and Metro East non-attainment areas.

Major Bridge Program

The department's Major Bridge Program (MBP) targets deficient highway bridge projects that exceed replacement or rehabilitation costs of \$5 million for state bridges and \$1 million for local bridges. The MBP provides federal Highway Bridge Replacement and Rehabilitation Program funds for up to 80 percent of eligible project costs; a 20 percent non-federal match is required. The FY 2006-2011 MBP identifies \$107 million of federal bridge funds for 39 local projects and 9 state projects.

For the Record

Each year the department prepares For the Record, a report of accomplishments that details the status of each project in the preceding annual highway improvement program. This report will be published in the fall of 2005, listing the accomplishments of the FY 2005 program.

Public Involvement

The federal Transportation Equity Act for the 21st Century (TEA-21) requires states to provide expanded opportunities for the public to participate in all aspects of transportation decisions. Public involvement is an important component of all transportation system plans and programs. In Illinois, public input on transportation issues is sought and considered on a continuous and ongoing basis. The FY 2006-2011 Proposed Highway Improvement Program is the culmination of the programming process and builds on the public involvement efforts conducted by the department and local agencies throughout the process.

The Illinois Department of Transportation welcomes public comments regarding any state transportation issue and provides a public comment form with each highway improvement program. Comments are considered in determining future transportation plans and programs. The highway improvement program is distributed throughout the state and is available for review at district offices, through the Illinois Document Depository Libraries and in the Public Partners section of the department's internet website - www.dot.il.gov.

Public comments on the FY 2006-2011 program and input for future programs should be submitted to the Illinois Department of Transportation and are welcome at any time. Individual comments can be forwarded to the appropriate district offices at the addresses listed on the map included in this Introduction or to the Central Office in Springfield at the following address:

Illinois Department of Transportation
Office of External Affairs
2300 South Dirksen Parkway, Room 339
Springfield, Illinois 62764
Attn.: Public Involvement Coordinator

Individuals can also contact the department concerning planning, programming and public involvement issues at 1-800/493-3434. People who are hearing-impaired can use the Ameritech Illinois relay number 1-800/526-0844.

ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT BOUNDARIES WITH OFFICE LOCATION

DISTRICT 1

DIANE M. O'KEEFE
REGIONAL DEPUTY DIRECTOR
201 WEST CENTER COURT
SCHAUMBURG, ILLINOIS 60196-1096
PHONE: 847/705-4000

DISTRICT 2

GREGORY L. MOUNTS
REGIONAL DEPUTY DIRECTOR
819 DEPOT AVENUE
DIXON, ILLINOIS 61021-3546
PHONE: 815/284-2271

DISTRICT 3

GREGORY L. MOUNTS
REGIONAL DEPUTY DIRECTOR
700 EAST NORRIS DRIVE
P. O. BOX 697
OTTAWA, ILLINOIS 61350-0697
PHONE: 815/434-6131

DISTRICT 4

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REGIONAL DEPUTY DIRECTOR
401 MAIN STREET
PEORIA, ILLINOIS 61602-1111
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DISTRICT 5

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13473 IL Hwy. 133
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DISTRICT 6

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DISTRICT 7

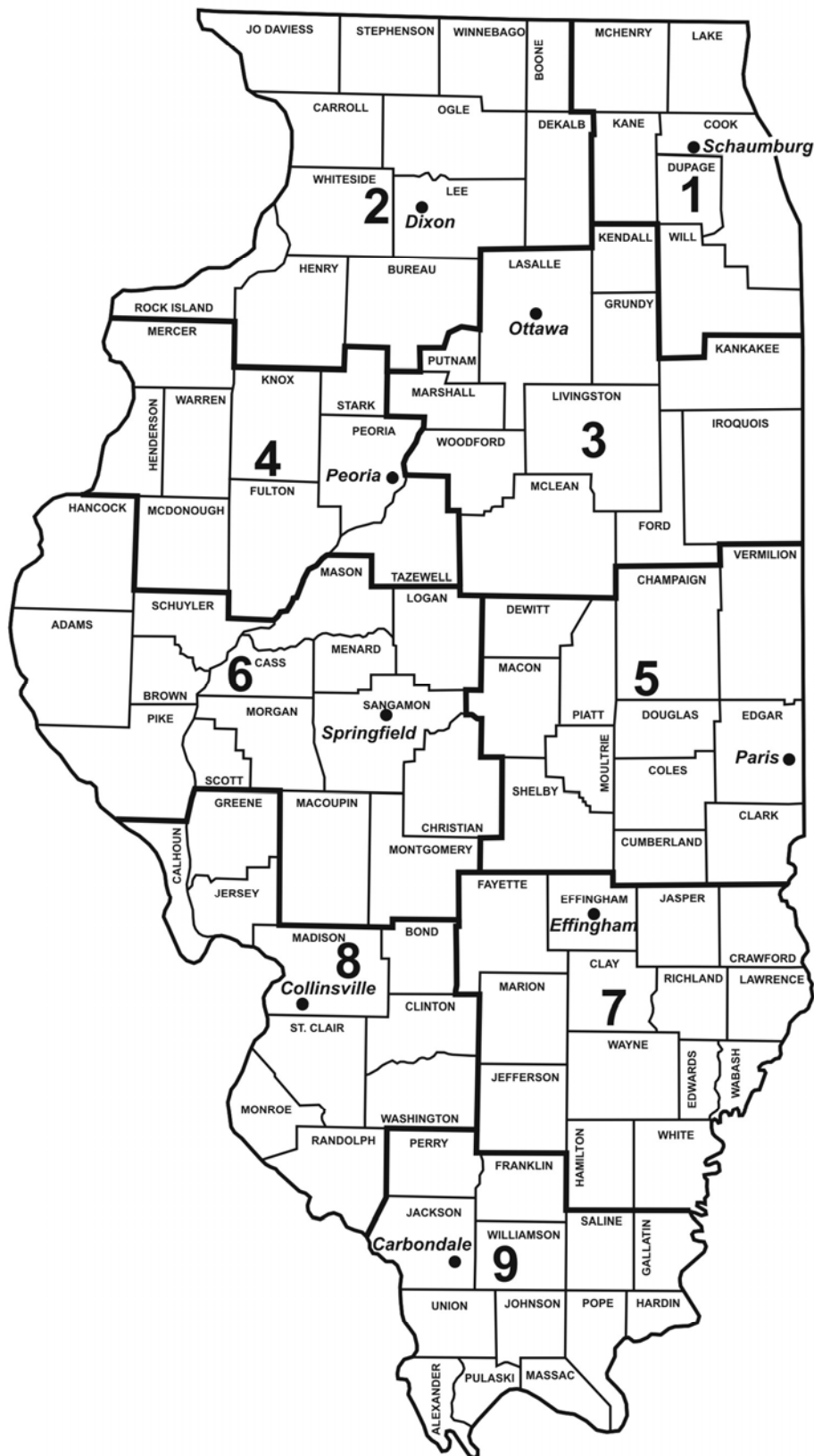
CHRISTINE M. REED
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400 WEST WABASH
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DISTRICT 8

MARY C. LAMIE
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1102 EASTPORT PLAZA DRIVE
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DISTRICT 9

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Public Review and Comment
Transportation Issues



Issue / Comment

Questions / Comments

Submitted By

Telephone

Street Address

City

State

Zip

Detailed Location Description

For Office Use Only

Return To:

Illinois Department of Transportation
Office of Planning and Programming
Room 307
2300 South Dirksen Parkway
Springfield, Illinois 62764

Date Received:

Reviewed By:

OPP-2241